

Tenth District Congressional Fight

Announcement of the entrance of J. H. C. Grasty, of Augusta, into the Congressional fight in the Tenth district as an independent candidate in opposition to Representative H. D. Flood, the Democratic nominee, and long the distinguished Congressman from this district, will no doubt be received with regret by many Democrats of the district. Mr. Grasty is being pushed by the Farmers' Union of Augusta county, who will no doubt solicit the support of the Rock-bridge Farmers' Union for their candidate. It is unfortunate that the organizations of the farmers should be used to promote the political interests of any candidate, and their entrance into politics may mean the end of their usefulness to the farmers of the county.

Mr. Flood, by his long and distinguished services to his country and party, will no doubt be re-elected by a handsome majority, which he so justly deserves.—Lexington Gazette.

The above from the Lexington Gazette of July 22 speaks for itself and tells what we have referred to before. We regret to see the Farmers' Union attempt to be made the tool of Mr. Grasty and other politicians in this way. Mr. Flood has been our able Representative for 22 years. As a farmer he has few equals. He owns and operates the best farms in this State. His home is an ideal farm, operated and conducted in the most systematic manner. His farm in Amherst on James river is one of the finest farms in Amherst county. Mr. Flood has at all times voted for and advocated what was in the interest of the farmers. We have never heard him claim otherwise. So with his experience, ability, loyalty and interests, how could Mr. Grasty improve on him? Can he or anybody else do it? We don't know Mr. Grasty personally. We know he represented Augusta county one term in the Virginia Legislature (House of Representatives) and for some reason, we know not, he didn't return next session. To the point, we learn the Farmers' Union meeting that brought out Mr. Grasty in Augusta county had about 50 members present—a per cent of that body in Augusta, and a large part of them present were Republicans. Naturally they (Republicans) oppose Mr. Flood. Mr. Grasty helped to organize the Farmers Union in 1910, and now in 1920 he is trying to use the order politically to put himself in office or an honored position. We don't know what kind of a farmer Mr. Grasty is or what kind of a Representative he will make. Will he do better than Mr. Flood? The Farmers Union is non-political, but Mr. Grasty, its member, is using it to promote his political fortunes. The old Grange which flourished in 1870 went to pieces at the hands of its political members. The Farmers' Alliance, which flourished in the '90's, went to pieces in the same way. So the Farmers Union, if controlled by its political members who are in it for political purposes, may be expected to go likewise. We invite the members of Amherst Farmers' Union to consider these facts and record. We know the farmers of Amherst with few exceptions are true, loyal Democrats, while they have at heart the best interests of the Farmers' Union.—Amherst New Era.

Forest View

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The present system of distribution makes it far harder for the small, remote papers to get their supply than for the big city papers, and they are obliged to pay a higher price for it. Yet there are people who criticize the small papers for raising their rates.

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No Return Guaranteed on Railway Capital

"In many quarters there seems to remain some misunderstanding as to the provision of the Transportation Act of 1920 which makes it the duty of the Interstate Commerce Commission to authorize rates which will give the railways of each section of the country a fair return on the value of their property devoted to transportation purposes and, for the two years following the passage of the Act, set the 'reasonable return' at 6 1/2 per cent with another one half per cent, to be devoted to improvements, at the option of the Commission," says a statement issued by the Southern Railway System.

"Some persons have gotten the idea that the Transportation Act guarantees the railway companies six per cent on their stocks and bonds. The fact is that the Act says nothing about any return on capitalization and no railway is guaranteed anything. The volume of stocks and bonds which any railway may have outstanding will have absolutely no effect on the return it will receive."

"While the Act makes it the duty of the Commission to authorize rates which will give the railways of each section an aggregate fair return on the aggregate value of their property, there is no assurance that any individual railway will get a return of six per cent on the value of its property, or any return at all. What it will get will depend on the business it secures and the efficiency with which that business is handled."

"Under the new rates, if a railway earns more than six per cent, it must divide the surplus with the Government; if it earns less than six per cent, or earns nothing at all, the loss falls on its owners."

The interest of the South in Democratic success this year is not merely academic and sentimental. It is vital. The second paragraph of the Fourteenth Amendment to the Constitution is very clear in providing that when the right to vote is denied by a state to its citizens for any reason except participation in rebellion or other crime, the representation in Congress of that state shall be reduced in proportion. The

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CONTROL

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Great Days for Appomattox

OCTOBER 13, 14, 15

Agricultural and School Fair

Splendid Attractions

Racing Every Day

Final Day Tournament and Ball

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When It Comes to

Prices we're Right

On The War-path

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